

# Complete Streets Checklist for Capital Projects

**Project Name:** 38<sup>th</sup> and Chicago Intersection  
Reconstruction

**Improvement Type:** Reconstruction

**City Project ID:** PV177

**Facility Jurisdiction:** City of Minneapolis

**External Agencies:** Metro Transit

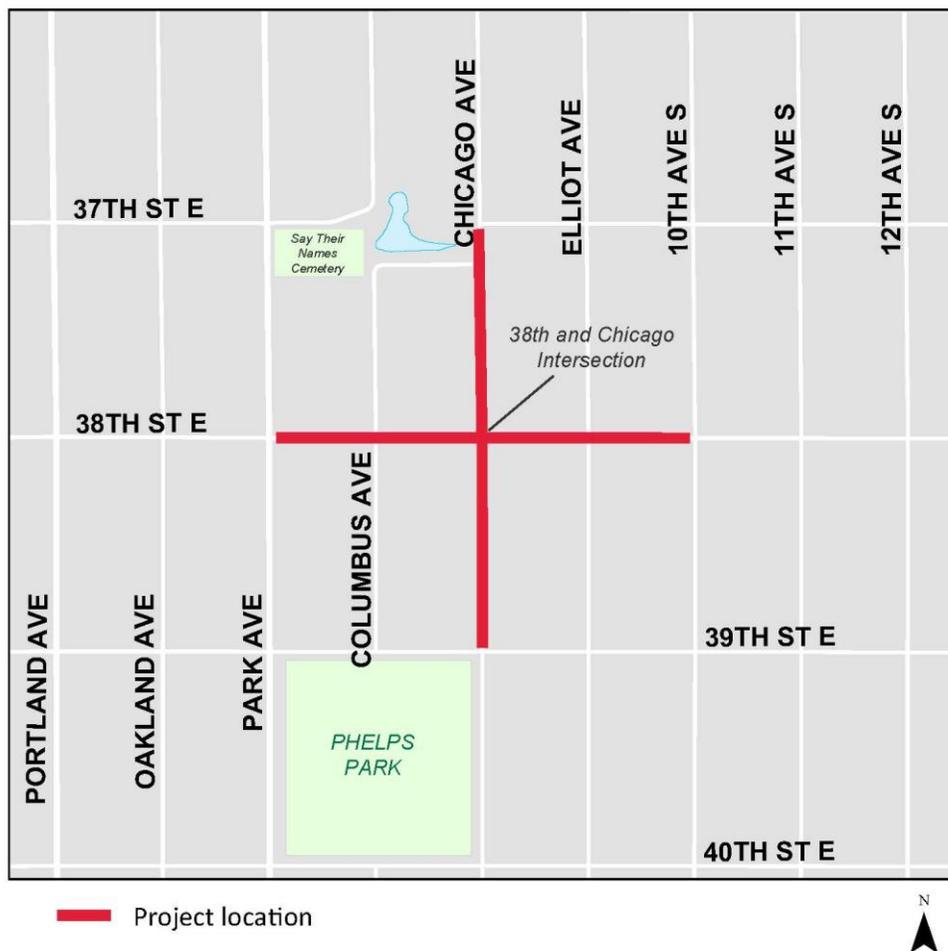
**Project Length:** Intersection

**Project Limits:** Chicago, 37<sup>th</sup> St E to 39<sup>th</sup> St  
E and 38<sup>th</sup> St E, Park Ave to 10<sup>th</sup> Ave S

**Date Completed:** in progress

**TPP Project Manager:** Alexander Kado and Trey  
Joiner

## 38<sup>th</sup> and Chicago Project Extent



<b>Description:</b>	This proposed project will reconstruct 2 blocks Chicago Ave S, and 4 blocks of 38 <sup>th</sup> St E between 37 <sup>th</sup> St E and 39 <sup>th</sup> St E and Park Ave and 10 <sup>th</sup> Ave S respectively.		
<b>Project Elements:</b>	Key elements included for consideration are summarized below. <ul style="list-style-type: none"> <li>- Expanded pedestrian realm</li> <li>- Improvements to intersections</li> <li>- Implement greening and stormwater enhancements</li> <li>- Explore a transit friendly design</li> <li>- Identify space for gathering and reflection</li> </ul>		
<b>Context Considerations:</b>	In 2015, the project Thirty-Eighth Street THRIVE began planning for the creation of a 38 <sup>th</sup> Street Cultural District to continue the legacy and heritage of a deeply rooted African American community in the area. The intersection of 38 <sup>th</sup> and Chicago became a sacred space for racial healing after George Floyd was killed by a Minneapolis police officer at the intersection on May 25, 2020. Chicago Avenue was commemoratively named “George Perry Floyd, Jr. Place” from 37 <sup>th</sup> to 39 <sup>th</sup> Street and the intersection is commonly referred to as “George Floyd Square” by residents of Minneapolis and people around the world. George Floyd Square is currently a living memorial filled with public art, memorials, gardens, flowers, and community members.		
<b>Length:</b>	0.5	<b>Jurisdiction:</b>	City of Minneapolis
<b>Ward(s):</b>	Ward 8 – Andrea Jenkins, Ward 9 – Alondra Cano/Jason Chavez	<b>Neighborhood(s):</b>	Powderhorn, Central, Bryant, Bancroft
<b>Budget:</b>	\$5,184,000	<b>Funding Sources:</b>	NDB
<b>Schedule:</b>	Preliminary Design/Planning: 2021- 2022 Final Design: 2022-2023 Construction: 2023	<b>Agencies:</b>	City of Minneapolis, Hennepin County, Metro Transit

**CORE TEAM:**

Transportation Planning and Programming: Trey Joiner and Alexander Kado

Traffic Engineering and Design: Ole Mersinger

Traffic and Parking Services: Nic Racek

Surface Water and Sewers: Jeremy Strehlo and Alison Bell (green infrastructure)

Transportation Maintenance and Repair: Steve Colins

Water Treatment and Distribution Services: Robert Ervin

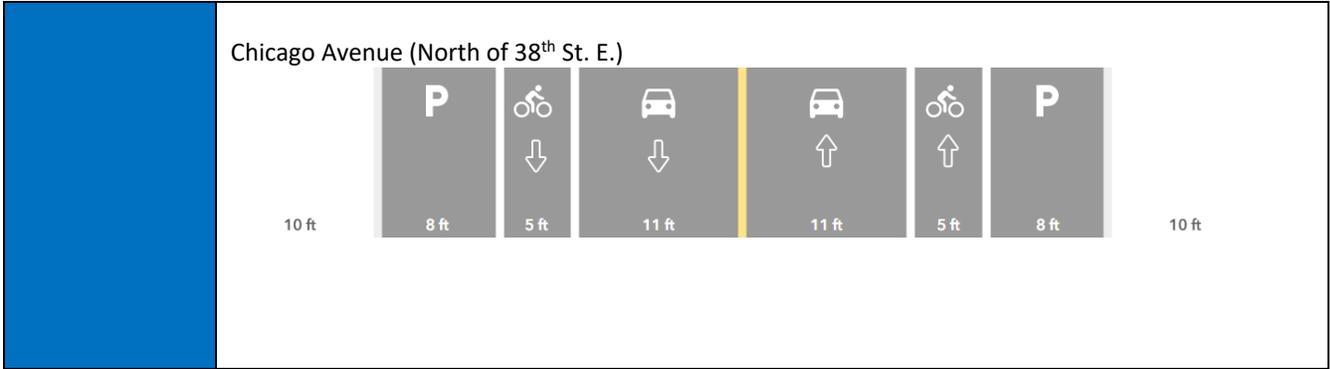
Extra Agency members: Metro Transit: Cody Olson, Katie Roth, Shahin Khazrajafari; Hennepin County: TBD

### B. Existing Conditions Prior to May 25, 2020

<b>Street Typology:</b>	County Road	<b>Special Roadway Designations:</b>	A- Minor Augmenter
<b>Nearby Traffic Generators:</b>	I-35W; Portland Avenue, Park Avenue	<b>Nearby Destinations:</b>	Powderhorn Park, Chicago Fire Art Center
<b>Zoning District(s):</b>	Urban Neighborhood, Mixed Use	<b>Place Type and Land Use(s):</b>	Industrial, transitional commercial, high density residential, and single family residential. Memorial space
<b>Existing R/W Width:</b>	Chicago: 80ft, 38 <sup>th</sup> St: 60ft	<b>Functional Classification:</b>	A- Minor Augmenter
<b>Year Built and Last Project:</b>	1957; resurfaced in 2010; sealcoat 2018	<b>Pavement Condition Index and Year Inspected:</b>	PCI: 85; inspected 2018
<b>Relevant Plans and/or Studies:</b>	38 <sup>th</sup> St THRIVE		
<b>Planned Development(s):</b>	None		
<b>Relevant Programmed Improvements:</b>	D-Line Bus Rapid Transit: 2022		
<b>Existing Cross-Section</b>	<p>E. 38<sup>th</sup> Street (East of Chicago Avenue):</p> <p>E. 38<sup>th</sup> Street (West of Chicago Avenue):</p> <p>Chicago Avenue (South of 38<sup>th</sup> St. E.)</p> <p>Chicago Avenue (North of 38<sup>th</sup> St. E.)</p>		

### C. Existing Conditions Since May 25, 2020

<b>Street Typology:</b>	Protected Memorial Space with thru traffic only to residents, visitors to the square and emergency vehicles	<b>Special Roadway Designations:</b>	Memorial space
<b>Nearby Traffic Generators:</b>		<b>Nearby Destinations:</b>	George Floyd Square, Say Their Name Cemetery
<b>Zoning District(s):</b>	15	<b>Place Type and Land Use(s):</b>	transitional commercial, high density residential, and single family residential. Memorial space
<b>Existing R/W Width:</b>		<b>Functional Classification:</b>	N/A – Not in function for through traffic or buses
<b>Year Built and Last Project:</b>	1957; resurfaced in 2010; sealcoat 2018	<b>Pavement Condition Index and Year Inspected:</b>	PCI: 85; inspected 2018
<b>Relevant Plans and/or Studies:</b>			
<b>Planned Development(s):</b>			
<b>Relevant Programmed Improvements:</b>			
<b>Existing Cross-Section</b>	<p>E. 38<sup>th</sup> Street (East of Chicago Avenue):</p> <p>E. 38<sup>th</sup> Street (West of Chicago Avenue):</p> <p>Chicago Avenue (South of 38<sup>th</sup> St. E.):</p>		



### PEDESTRIAN ELEMENTS

Sidewalks Yes No

Sidewalk Gaps: Yes No

If yes, describe: two 8ft sidewalks with no buffer;  
now entire intersection is open to pedestrians and  
cyclists with barriers to automobile access

Other Nearby Multi-Use Trails or Pathways:

Yes No, if yes, list: [Click here to enter text.](#)

Daily Ped Volume:

Pedestrian Collisions: 450

Ave. Intersection Crossing Distance: N/A ft.

Safe Routes to School Route: Yes No

### BICYCLE ELEMENTS

On-Street Bicycle Facility: Yes No, if yes:

Type: Unprotected bike lanes, however the closer of  
the intersection allows for bikes to use the full travel  
and parking lane

Current or Planned Bikeway in Bicycle Master Plan?

Yes No, If yes, Type Connector- long-term-low  
stress

Bike Facility Gaps: Yes No

If yes, describe: [Click here to enter text.](#)

Daily Bicycle Volume: 465

Bicycle Collisions: None

Bikeway Connections: 37<sup>th</sup> St. E.

Nearby Facilities: Park Ave, Portland Avenue, 38th  
St. E

### TRANSIT ELEMENTS

Transit Service: Yes No If yes:

Bus BRT LRT Streetcar

Routes:

Dedicated Transit Lanes: Yes No High-Frequency

Primary Transit Network: Yes No

Existing or Planned Transitway: Existing

Transit Stop Locations:

Near Side Far Side Mid-Block

Other:

### CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes No If yes, describe:

**Delivery/Loading Zones:** Yes No

If yes, describe: [Click here to enter text.](#)

**Areaways:** Yes No

If yes, describe: [Click here to enter text.](#)

**Valet/Taxi Zones:** Yes No

If yes, describe: [Click here to enter text.](#)

Other, describe: [Click here to enter text.](#)

### PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Public Realm Framework Street Typology (Downtown Only): N/A

**Street Furnishings:**

Types: None

Locations: [Click here to enter text.](#)

**Greening Features:**

Types: None

Locations: [Click here to enter text.](#)

**Street Lighting:**

Corridor Typology: Residential

- Commercial Nodes If yes, Locations: [Click here to enter text.](#)
- Central Business District If yes, Locations: [Click here to enter text.](#)
- Activity Center If yes, Locations: [Click here to enter text.](#)

**MOTORIZED VEHICLE ELEMENTS**

Existing Traffic Volumes:

Existing Truck Volumes (if available): n/a

Motor Vehicle Collisions: 59 Total (3 fatalities in 2012, 2013)

Intersection Controls: Signalized intersection at 38<sup>th</sup> and Chicago

Truck Route: Yes No

House Moving Route: Yes No

Prohibited Movement(s): Consistent thru traffic

Bridges: Yes No Underpass

Rail Crossings: Yes No

Non-Intersection Access: Yes No (If yes, see below)

- Driveways
- Alleys
- Other: Entrance around barricades

**SITE VISIT(S):**

Date:

Observations:

Date:

Observations:

Date:

Observations:

**SITE PHOTO(S):**



### C. Preliminary Design: 0%

#### PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Identified in Pedestrian Master Plan as Pedestrian Needs Evaluation: Yes No

Pedestrian Zone Street Design Type:

**Pedestrian and Public Realm Guidelines (Street Design Guide Minneapolis)**

		Existing	Guidelines		Design Concept(s)
			Acceptable	Recommended	
5 <sup>th</sup> Ave SE to Pierce St NE	Curb/Edge Zone	2'	0.5'	0.5'	0.5'
	Green scaping/Furnishing Zone	None	5.5'	6.5'	5'
	Walk Zone	8'	5'	6'	5-6'
	Frontage	None	1'	1'	None

Curb Extension(s) Included: Yes No, if yes describe: including off street trail with median refuges.

Other pedestrian elements included or under consideration (see list above):

If design concept is less than recommended, provide explanation:

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: N/A

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: Greening Elements: Yes No  
(Refer to DPRF and PRG), if yes describe: N/A

Maintenance Considerations:

MSA Variance or Design Exception Required: Yes No, if yes describe: N/A

Exemption Requested: Yes No

#### BIKEWAYS ELEMENTS

Identified in Bicycle Master Plan: Yes No

Bicycle Facility: None

**Bicycle Guidelines (Street Design Guide Minneapolis)**

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bike Lane	None	5'	6'	5'
Buffer	None	2'	4'	2'
Trail	None	8'	12'	8'

Other bicycle elements included or under consideration (see list above):

If design concept is less than desired, provide explanation: N/A

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: N/A

If identified in Bicycle Master Plan and not incorporated, provide explanation:

Parking Removal Required: Yes No, if yes describe: N/A

Lane Reduction Required: Yes No, if yes describe: Removal of one travel lane. Additional of 1 WB travel lane, 1 center turn and 1 EB travel lane

Maintenance Considerations:

MSA Variance or Design Exception Required: Yes No, if yes describe: N/A

Exemption Requested: Yes No

**CURBSIDE MANAGEMENT ELEMENTS**

**Curbside Street Guidelines (Street Design Guide)**

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	8'-11'	8'	8'	None
Delivery/ Loading Zone	None	None	None	None
Valet/Taxi Zone	None	None	None	None
Transit Loading Zone	None	8'	8'	None

On-Street Parking Recommendations (if applicable): Remove Maintain N/A

On-Street Loading/Un-Loading Recommendations (if applicable): Remove Maintain N/A

Curb Extensions Recommended: Yes No N/A

Other curbside design elements included or under consideration (see list above):

Maintenance Considerations: [Click here to enter text.](#)

MSA Variance or Design Exception Required: Yes No, if yes describe: N/A

**MOTOR VEHICLE ELEMENTS**

Design Guidelines, Standards, and Plans: MSA standards on MSA portion of project; Street Design Guidance

Design Vehicle: WB-50

**Street Guidelines**

	Existing	Guidelines		Design Concept(s)	
		Acceptable	Recommended		
38 <sup>th</sup> St & Chicago Avenue	Travel Lane(s)	13'	11'	11'	None
	Turn Lane(s)	None	None	None	None
	Median	None	None	10'	None
	Parking/Shoulder	8' – 11'	8'	8'	None

Maintains Emergency Vehicle Access: Yes No

Maintains Freight Access: Yes No N/A

Capacity Recommendations: Reduction Maintain Expansion Other:

Maintenance Considerations:

MSA Variance or Design Exception Required: Yes No, if yes describe: Removal of Chicago and 38<sup>th</sup> from the MSA system for an undefined length

**INTERSECTION AND CROSSING ELEMENTS**

Street Typology: Major Collector

Design Guidelines: Mixed Use Commercial Connector

Design Vehicle: WB-50

**Signalized Intersections**

Location	Description	Concept(s)
38 <sup>th</sup> St. E & Chicago Avenue		N/A

Reduce non-motorized crossing distances: Yes No N/A

Other traffic signal components included or under consideration:

Other intersection design elements included or under consideration:

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation:

## D. Preliminary Design 30% (N/A currently)

### RECOMMENDED CROSS-SECTION

N/A

### RECOMMENDED LAYOUT

N/A

## E. Outreach and Engagement

Council Members:

### Stakeholder Outreach

Residents: [Click here to enter text.](#)

Neighborhoods:

Advisory Committees: PAC and BAC

Business Associations [Click here to enter text.](#)

Private Property Owners [Click here to enter text.](#)

Other:

Approach and Summary:

## F. Project Meetings

### CORE TEAM MEETINGS:

Date:

Meeting Summary:

### CAPITAL PROJECT TASK FORCE MEETINGS:

Date:

Meeting Summary:

### ADVISORY COMMITTEE MEETINGS:

Date:

Meeting Summary:

### STAKEHOLDER MEETINGS:

Date:

Meeting Summary:

### NEIGHBORHOOD/COMMUNITY MEETINGS:

Date:

Meeting Summary:

## G. Project Meetings

### CONCEPT APPROVAL: 0%

_____	_____
Transportation Planning and Programming	Date

_____	_____
Transportation Engineering and Design	Date

### LAYOUT APPROVAL: 30%

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

### DESIGN APPROVAL: 60%

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

**DESIGN APPROVAL: 90%**

_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>

*(Note: Provide final signed copies to the Project Sponsor, Customers, and Division Director.)*

### Concept and Design Changes

Design Benchmark	Date	Design Change(s) refer to remix concepts	Rationale	Core Team Member
30				
60				
90				
100				

### Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Pedestrian	
Bicycles	
Transit	
Public Realm Elements/Furnishings	

## Modal Exemptions

Exemption Requested: Yes No, if yes mode: [Click here to enter text.](#)

Exemption Criteria:

- Cost of a new facility for a mode is excessively disproportionate to need or probable future use.
- Documented lack of need (i.e., higher-quality parallel routes near).
- Constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition.
- Mode is prohibited by law from using the street.

Supporting information:

City Council Approval: Yes No

Date: [Click here to enter a date.](#)

# Appendix: Supplemental Information and Analysis

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## Street Design Guide